Never Tire of Tire PM

WHAT DID WE DO TO DESERVE THIS!?

WE WERE RETIRED BEFORE OUR TIME!

IF ONLY OUR DRIVERS HAD PRACTICED TIRELESS PM!

THAT'S WHERE THE RUBBER *REALLY* MEETS THE ROAD!

YOUR WHEELED VEHICLES ARE GOING *NOWHERE FAST* WHEN THEIR TIRES ARE FLAT.

THAT'S WHY IT'S UP TO YOU, DRIVERS, TO KEEP A TRAINED EYE OUT FOR THESE PROBLEMS...

Weather-checking

Ozone cracks weaken tires. If you find weather-checking that joins together to form a line or is 2/32 inch deep, report it.

Flat-makers

Look for cuts, nails, metal or rocks dug into the rubber. Find any? Report it.
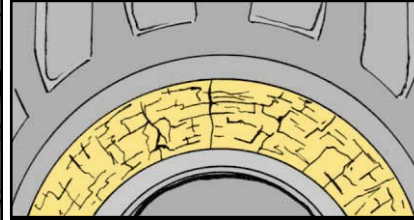
Low Pressure

Make sure all tires, including the spare, have the right amount of air. If one looks low, put a gauge on it. Check your TM for the correct pressure. Add air as necessary before operation, while the tire is cold.

You'll get the right amount of air in the tire when it's cold. If the tire is warm or hot, the pressure in the tire will be higher because of the heat. You'll get a wrong reading.

Cracks

Low tire pressure leads to sidewall cracks. Make sure the crack doesn't extend 2/32 inch or deeper or go to the cord or steel.
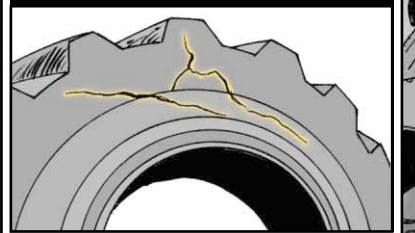
Abrasions

Tires rubbed raw are a sore sight for good eyes. Abrasions that go through the rubber to the cord or steel below mean you change the tire.
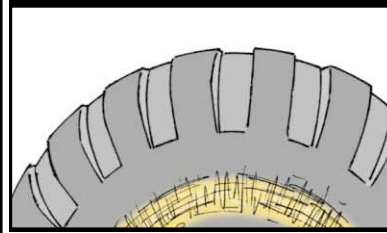
P.S. MORE

Wall Separations

Most bulges in the sidewall or tread make a tire unserviceable. All tires need a closer inspection. However, some bulges on radial sidewalls are not defects, but the result of how they are made. Let your mechanic make the decision.
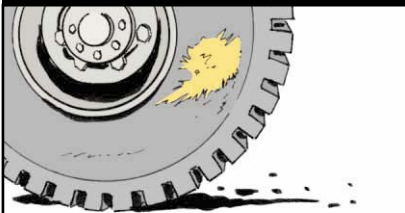
Overinflation

Look for tires that are worn in the middle. Overinflated tires don't flex enough. The middle of the tread takes all the weight, causing rapid wear. When an overinflated tire hits a large rock or a rut, the cords or steel belts inside snap and break, weakening the tire.
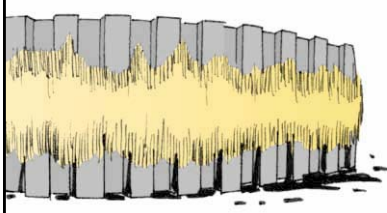
Underinflation

A sure sign of underinflation is a worn tread at each side of the tire. Underinflated tires flex more than properly inflated tires. The flexing causes heat, which ruins tires and may cause a blow out.

HERE'S THE LIST OF TIRES, BY NSN, THAT SHOULD *NOT* BE RETREADED...

2610-00-262-8653
2610-01-214-1344
2610-01-357-8333
2610-00-262-8677
2610-01-334-2694
2610-01-160-9934
2610-01-356-9098

Balding Tires

When tire tread gets below a certain height, a tire needs to be replaced. Report any tire you believe to be worn out to your mechanic. He'll measure tread using the wear gauge from the No. 1 and No. 2 Common shop sets to make the final decision.
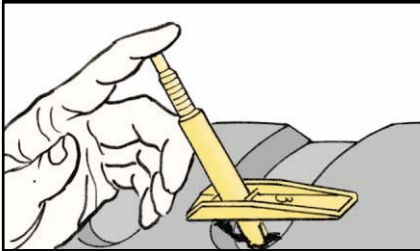
Wrong Caster/camber Adjustment

A sure sign of misadjustment is wear on one edge. Tires worn on the inside or outside edge have caster/camber problems. Either way, report it so your mechanic can make adjustments.
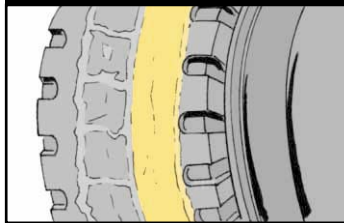
Retreads

Retread tires can be run on most trucks and trailers with the following exceptions:
- Two-ply tires, without breaker strip or belts.
- Buses (front wheels only).
- M520-series trucks and M747 semitrailers.
- M860A1 semitrailers, M893 HEMTT (when it is the prime mover of the M860A1), and the M985E1 HEMTT.
- M911, M916, M920, M915, and M915A1 tractor trucks (steering axles only).
- Any vehicle with a central tire inflation system (CTIS).